

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF RAIL SERVICES
FISCAL YEAR 2010 STATE RAIL PLAN UPDATE
RAIL FREIGHT ASSISTANCE PROGRAM GRANT SELECTIONS**

Rail Road/ Sponsor	NJDOT Job Number – Project	Total Project Cost	State %	Railroad Share	State Share	Program Year Submitted	County(s)/Municipality(s) – State Legislative District(s)
Southern Railroad of New Jersey	2205027 – Segment 1 Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards	\$300,000	90%	\$30,000	\$270,000	2009	Atlantic / Atlantic City – 2
Description: Rehabilitation of Segment 1 (0.25 miles from the junction with New Jersey Transit's Atlantic City Line at MP 0 ("GRIFF") to the New Jersey Transit (NJT) Property Line at approximately MP 0.25). Advanced as an emergency initiative due to critical issues surrounding utilities serving Atlantic City.							
Winchester Western	2205031 – Additional Yard Trackage – Bridgeton Junction	\$479,600	90%	\$47,960	\$431,640	2010	Cumberland / Bridgeton City – 35
Description: Using Contractors and Railroad Forces: Prepare Grade for construction; Construct #10 or #8 Turnout using relay 130 P.S, 132RE, 136 RE, or other quality rail section as approved by Railroad; Construct tangent siding approximately 2200 track feet using 100# or larger relay rail, bars and plates, and new ties grade 3 or better; Distribute ballast, surface and regulate turnout and siding; Distribute ballast and surface 3 turnouts and approach to new switch; Install 250 ties and timbers in approaches to new switch.							
Belvidere & Delaware River Railway	2205020 – Raritan River Bridge 14.01 Capacity Upgrade	\$395,000	90%	\$39,500	\$355,500	2010	Hunterdon / Raritan Township; Readington Township – 23
Description: The Black River & Western Railroad Truss Bridge 14.01 crossing the South Branch of the Raritan River was built in 1896 with a Cooper rating of E-40. As part of this Railroad's ongoing capacity improvement program, this project would upgrade the rating on this bridge to an industry standard Cooper rating of E-80. This will ensure that the Railroad can continue to safely handle 286,000 lbs railcars as well as railcars with even heavier ladings. Work will include design and build, using heavier pins and rods to increase capacity, as well as new decking rail, and repairs to masonry.							
New York, Susquehanna & Western	2205026 – Renew 3.2 Miles of Rail	\$2,001,428	90%	\$200,143	\$1,801,285	2010	Bergen, Passaic/ Elmwood Park Borough, Paterson City, Hawthorne Borough, Midland Borough – 35, 38, 40
Description: Renew 3.2 Miles of 110# jointed Rail with 132# Welded Rail. The installation of 3.20 miles of welded rail to replace 100# jointed rail is necessary for the continued operation of the NYS&W Freight Operation in NJ. A 25 mph speed restriction exists over the 100# rail. This will be raised with the delivery of this project.							
New York, Susquehanna & Western	2205025 – Removal of Bridge at MP 24.79	\$566,950	90%	\$56,695	\$510,255	2010	Bergen / Ridgewood Village, Midland Park – 40
Description: Removal of the Thru-Plate Girder Bridge at MP 24.79; install drainage pipe under the bridge to drain the immediate area; fill the area between two (2) abutments; remove the double track Thru-Plate Girder Bridge; fill the remainder of the area to the top of the abutments; construct 225 linear feet of track.							

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Southern Railroad of New Jersey	2205029 – Segment 3 Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards	\$1,884,960	90%	\$188,496	\$1,696,464	2009	Atlantic / Pleasantville City – 2
Description: Segment 3 extends 1.75 miles through Pleasantville from MP 2.3 to the junction with the Cambria Lead Track at MP 4.05 that serves both TRICO and A. E. Stone. This line segment contains no less than 7 public and private grade crossings, including a state highway (Route 9). The passage of long freight trains at slow speeds block multiple grade crossings and any protracted delay is of concern to the City of Pleasantville. Considering the collateral effects of train delay upon this municipality and surrounding areas, this line segment should be rehabilitated to FRA Class 2 Standards to permit higher train speeds and a greater margin of safety. It should be noted that passive protection (i.e., crossbucks) now provided at 3 grade crossings on this line segment (Franklin Avenue, Main Street and Doughty Road) will be upgraded under a separate program administered by NJDOT. This work is also expected to eliminate chronic flooding of the railroad at Doughty Road and associated service disruptions. Aside from this work, the cost to rehabilitate this line segment to FRA Class 2 Standards is \$1,884,960.							
Conrail	2205022 – Rehabilitation of Vineland Running Track MP 119.1 to MP 122.8	\$795,000	90%	\$79,500	\$715,500	2010	Cumberland / Vineland City – 1
Description: Install 1,500 ties and surface track; Flash Butt weld 400 existing joints; Rail replacement and welding for 1.0 miles							
Morris County / Morristown & Erie	2205023 – Kenvil Team Track Expansion	\$349,133	90%	\$34,913	\$314,220	2009	Morris / Roxbury Township – 25
Description: The proposed project with add a 2 nd and 3 rd rail into the Kenvil Team Track in order to provide greater and more flexible transloading surface and attract more business to the High Bridge Branch. Currently, Blue Ridge Lumber receives center beam railcars which often times blocks Berkshire Valley Road for periods of time while the material is offloaded. This project will allow the center beam car to enter the fenced team track facility and allow for operations within a secure and less intrusive operation. This also provides greater flexibility for the customer to offload their material at times convenient for them. The paving projects will provide a more professional appearance to facility and to provide and more efficient and safer work environment. The facility is currently stone gravel and the constant movement of trucks, forklifts, and other vehicles causes ruts, creates dust and generally gives the facility a shoddy appearance. Paving would provide a smoother operation and reduce dust from the facility which would improve the environment for Roxbury.							
Conrail	2205021 – Pemberton Industrial Runaround Track	\$505,000	90%	\$50,500	\$454,500	2009	Burlington / Hainesport Township – 7
Description: Installation of a 1300' Run Around track on Pemberton Industrial Track MP 15.5 to 15.7. This project will eliminate the grade crossings at Route 541 (501399K), Maple Ave (501401J) and Madison Ave (501402).							

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SMS Rail Lines	2205030 – Pureland Industrial Park	\$1,367,192	90%	\$136,719	\$1,230,473	2010	Gloucester / Logan Township (Bridgeport), Woolrich Township – 3
Description: High Hill Road: Remove 1 switch; Shift 1,000 ft of exiting track; Build 1,000 ft new track; Build 1 new #8 switch; Dump ballast; Raise, tamp & dress track. Swamp Track: Relocate 1 switch; Build 725' new track; Dump ballast; Raise, tamp & dress track. Sanofi Switch: Replace 1 new #8 Switch; Dump ballast; Raise, tamp & dress track. ADS #1 Stub Track: Build 1 new #8 switch; Build 1,000' new track; Dump ballast; Raise, tamp & dress track; Install bumping post. ADS #2 Stub Track: Build 1 new #8 switch; Build 1,800' new track; Dump ballast; Raise, tamp & dress track; Install bumping post. ADS #3 Stub Track: Build 1 new #8 switch; Build 920' new track; Dump ballast; Raise, tamp & dress track; Install bumping post. Extension of ADS track: Build 500' new track; Dump ballast; Raise, tamp & dress track; Install bumping post. Pit & Fence Track: Build 1 new #8 switch & install; Build 350' new track; Dump ballast; Raise, tamp & dress track; Install bumping post.							
Morris County / Morristown & Erie	2205024 – High Bridge Branch Resurfacing	\$1,585,000	90%	\$158,500	\$1,426,500	2009	Morris / Mount Olive Township, Roxbury Township – 24, 25
Description: Install 7000 new ties on the western end of the High Bridge Branch; replace 80 rail lengths and install 950 tons of stone ballast; raise and tamp the line; remove brush encroaching along the line; and recycle removed ties.							
Southern Railroad of New Jersey	2205028 – Segment 2 Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards	\$1,108,228	72%	\$314,565	\$793,663	2009	Atlantic / Atlantic City – 2
Description: Segment 2 extends approximately 0.95 miles from the NJT Property Line at MP 0.25 to MP 1.2 where previous rehabilitation began across the meadows to MP 2.3 (with NJDOT assistance). This line segment crosses two water mains serving the City of Atlantic City and the Atlantic City Expressway on property owned by the New Jersey Expressway Authority. Since the AC Expressway Bridge is scheduled to be redecked in May, 2009 under a separate program administered by NJDOT, this work was not included in the cost estimate which totals \$1,108,228. Trains operating over this line segment go around a relatively sharp “S” curve while rising up and over the Atlantic City Expressway and several water mains feeding Atlantic City. Rehabilitating this track to FRA Class 2 Standards would provide a greater margin of safety across infrastructure vital to Atlantic City.							